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Beginning To-morrow, Monday, May 15, 1911, All "Washington" Cars, the Prices of Which Have Been \$2,250, Will Be \$1,750

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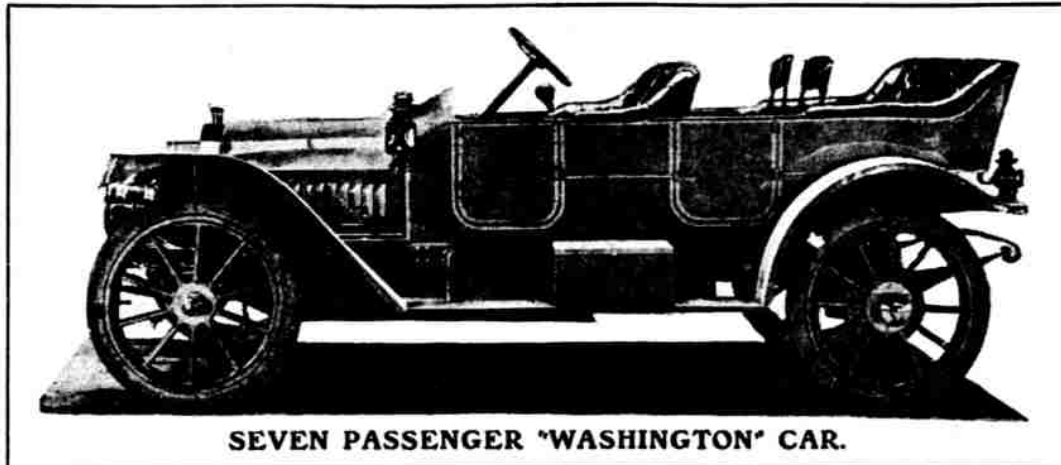
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The "Washington" is in every essential a strictly high-grade car. Constructed of the most costly material. Mechanically perfect in every detail. Finished throughout according to the highest standards. Compare the material and workmanship of the "Washington" with cars of much higher price and you will not hesitate to concede that it is the greatest auto value ever offered. Before you decide on a car let us prove our claims by a demonstration of the "Washington" over any route.

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The Car With a RECORD for RELIABILITY

Now in Use by D. C. Fire Dept. and U. S. Engineer Dept.

Every Car Is Sold With a Five-year Guarantee

AUTOMOBILE NEWS AND GOSSIP

IMPORTANT MEETING.

A meeting of importance to the board of governors and officers of the Automobile Club of Washington and the entrants and drivers of the "Four-leaf Clover" run will be held in the clubhouse of the Automobile Club of Washington this morning at 11 o'clock. It is imperative that all interested attend.

The Commercial Auto and Supply Company has delivered a Studebaker "40" touring car to R. E. Heater.

The Buick Motor Company yesterday unloaded a car load of model 21 Buicks and also one of model 22 Buicks.

William H. Ronsaville has purchased a Hudson touring car from H. B. Leary, Jr.

Queer bets are being made in Indianapolis on the outcome of the 50-mile race of May 20. One bet was that the same car would go through the race on the original set of tires. Another was on the amount of gasoline that would be used by the winner, while the third was on the number of fatalities. Perhaps the oddest one of all was that before the race was one hour old Louis Chevrolet would be sitting behind the wheel of one of the Marquette-Buicks.

"Hotels are springing up everywhere throughout the rural districts. They are wise few exceptions of the rustic type and aim to serve a true country meal in country style," says Bruce Emerson, of Emerson & Orme, local representatives of

the Regal. "I do not attribute it to anything but the automobile. People who own cars avail themselves of every opportunity possible to spend a day in the country, and a true country dinner is what appeals to them more than anything else."

Miller Bros. Auto and Supply Company has delivered Ford cars to W. S. Friend, Dr. Avery, W. H. Marr, T. W. Marshall, J. F. Kelschner, the Washington Sanitarium, Cather & Dellinger, L. B. Thielen, and A. E. Bitten.

"Ten years ago the automobile was the subject of sneers and derisions. To-day it ranks as the fastest method of transportation," says J. M. Stoddard, of the Cook & Stoddard Company, representatives of the Cadillac. "It was then called the rich man's plaything, whereas to-day it is one of the world's necessities. Its growth has measurably surpassed that of any other industry."

"Ever since the United States Motor Company first announced that they had decided to abandon the racing game there has been a great deal of comment on the subject," says Clarence Barnard, of the Barnard Motor Company, representatives of the Stoddard-Dayton. "Personally, I do not favor racing. Our factory has tried it, but I cannot see where it did them any real good. People buy cars for touring and not racing purposes. To my mind, a trip over country roads in an endurance run does more good than any other method of demonstrating. It proves conclusively just what the cars are capable of doing under conditions under which they will be used."

"The fact that one in every five cars built in the United States is a Ford is the best argument I know of in favor of the popularity of this little machine," says R. C. McDowell, of Miller Bros. Auto and Supply Company, local representatives of the machine. Henry Ford

started out with the idea that he would build a car within the reach of the man of ordinary means, and the number of Fords in use show how near he has attained his ideal.

According to the reports from the Hudson factory, conditions in India are ideal for the motor car. The country has considerable wealth, and in many sections ideal roads. The climate is deadly to horses. So far, the European makers have controlled the trade, but of late many American manufacturers are establishing agencies in the principal cities.

President Benjamin Briscoe, of the United States Motor Company, strongly endorses the plan of making the Lincoln memorial a highway connecting this city and the battlefield of Gettysburg. In support of his contention he points to the Applan way, in Italy, which, though built by Applan Claudius 30 B. C., is still known by that name, and stands as a lasting memorial to the man in whose honor it was built, whereas the monuments that have been erected at different times since and before that date to those who performed valiant deeds have long since crumbled away or been forgotten. His idea is to make the memorial as perpetual as well as a useful one.

The Packard Motor Company, of Detroit, have gone into the newspaper business. From this time on they will issue a paper every day, to be known as the Daily Packard. Different departments of the factory will be taken up and discussed in the different issues. Its circulation will include every city where there is a representative of the car.

"As fast as we unload cars from the factory we have to turn them over to customers," says Ted Johnston, of the Buick Motor Company. "At the beginning of the present season I had hoped that we could have on hand all the time a demonstrating machine of the different models that the factory builds, but as it is we have hard work to keep a demonstrator at all. To date we are sold out, and at present I am endeavoring to secure an additional allotment of cars."

DIETZ FOUND GUILTY.

Hayward, Wis., May 13.—John Dietz, defender of Camerons Dam, to-day was found guilty of the murder of Deputy Sheriff Oscar Harp, one of the sheriff's posse killed in the famous battle of the dam.

Mrs. Dietz and her son Leslie, jointly indicted with Dietz, were acquitted. The jury had been out all night.

Murder in the first degree was the verdict against Dietz.

Dietz's motion for a new trial was denied by Judge Reid.

NAVY ORDERS.

The following orders have been issued: Lieut. Commander M. E. TRENCH, detached duty command Terry to duty Missouri. Lieut. J. O. FISHER, detached duty School Marine Engineering, Naval Academy, Annapolis, Md., to duty navy yard, Philadelphia, Pa. Lieut. R. M. FAYELL, commissioned a lieutenant in the navy from March 4, 1911.

Ensign A. H. VANDERHOOF, commissioned an ensign in the navy from June 4, 1910. Ensign W. F. COCHRANE, to duty works William Crump & Sons' Ship and Engine Building Company, Philadelphia, Pa., connection fitting out Patterson and duty on board when placed in commission.

Ensign J. R. CLARKE, detached duty Panther; to duty White. Midshipman R. C. LANGE, when discharged treated mental hospital, New York, N. Y., to duty Panther.

WASHINGTON CAR REDUCED IN PRICE

Carter Corporation Will Cut Middleman's Profit.

Elimination of the middleman's profit is the reason given for the reduction in price of the Washington car, manufactured by the Carter Motor Car Corporation, which takes effect to-morrow morning.

This car, which has participated in every endurance contest held in and around Washington and carried off honors in all of them, will take a drop of \$500 in price.

Speaking of this reduction, A. Gary Carter, president of the company, said yesterday: "We have long contemplated this move, and, in fact, we had almost decided to put it into effect the first of the present year. However, like all other changes that are made by business houses, we came to the conclusion that it would be better to wait until the touring season really opened."

"The fact that the car is reduced in price does not mean that we are contemplating the use of cheaper materials or workmanship. Our contracts for material are all let, and we continue to use the same motor, transmission, ignition system, and chassis, which have proved their worth in a number of endurance contests where the machines were put through stunts that no private owner would ever think of calling upon his machine to perform."

"Present plans are for us to open a showroom in Washington. In fact, we have practically closed for a place, the location of which I cannot make public at the present time. We hope in this way to be better able to take care of both old and new customers."

ARMY ORDERS.

The following named officers are detailed to enter the next class at the Army War College, and will report in person to the president of the college in this city on or about August 12, 1911, for duty accordingly: Maj. ROBERT H. NOBLE, Twelfth Infantry and Capt. CHARLES C. WALCOTT, Jr., Fifth Cavalry.

Capt. EDWIN F. GILES, Infantry, is assigned to the Twelfth Infantry, to take effect June 1, 1911.

Leave of absence for three months is granted Col. GARLAND N. WHISTLER, Coast Artillery Corps.

Capt. LEWIS S. SOHLEY, Infantry, is assigned to the Fourteenth Infantry.

Capt. WILLIAM M. FASSETT, Thirtieth Infantry, is placed in the list of detached officers in the Twelfth Infantry, to take effect June 1, 1911.

By direction of the President, Capt. JOHN P. STEIN, Coast Artillery Corps, is detailed for service and to fill a vacancy in the Quarter-master's Department.

Capt. ARTHUR S. COWAN, Signal Corps, will proceed at the proper time to Columbus, Ohio, for duty pertaining to the wireless demonstration to take place at Columbus May 29 to June 2, 1911.

Former Police Chief Dies.

London, May 13.—Sir Edward Bradford, former chief of the London police, died to-day.

TIMES OWNER GETS THREATS TO KILL

Letters Follow Arrests of Men for Dynamiting.

New York, May 13.—Gen. Harrison Gray Otis, who is the leading spirit of the "unshackled, unhampered, unafraid" Times-Mirror Company of Los Angeles, which publishes the Los Angeles Times, came to the Waldorf today on his first visit to the East since his newspaper building was blown up October 1, 1910.

"I've received threatening letters," he said, "since the arrest of Orville McManigal and the McNamaras. The tenor of the letters is 'we'll get you yet,' or words to that effect."

Despite the many letters of a threatening nature sent to Gen. Otis prior to and immediately after the blowing up of his newspaper plant, and the additional letters that have come to him since McManigal and the McNamaras were corralled, he is not worried.

"My visit here is not to see Detective Burns or his men," said Gen. Otis. "I should like to go on record as saying, however, that I think Mr. Burns deserves much credit for his skillful, conscientious work, night and day, since the city of Los Angeles employed him and his men to round up the men responsible for the explosion at our plant which caused the deaths of twenty of our best men. I am especially glad to say this, inasmuch as the Times-Mirror Company and the Times, our paper, had a disagreement with Mr. Burns during the San Francisco graft cases."

"McManigal is not charged with the blowing up of our building. McManigal has confessed that he was not sent to Los Angeles until more than a month after the explosion. He was sent then, he says, to blow up our auxiliary building, in which we began to get out our paper two hours after the explosion. We got out a four-page paper there during these first two hours, a 21-page paper the second day, and a 32-page paper the next day."

"McManigal confesses that when he came out to blow up our auxiliary building—the erection of which came to my mind after the San Francisco earthquake, so that we would have a plant in the emergency of fire, flood, or earthquake—he found the building so well guarded that he did not dare attempt to dynamite it."

"We are not fighting the unions exactly," Gen. Otis said, "but for industrial liberty. We won our fight in August, 1900. There have been fewer strikes in Los Angeles since 1900 than in other cities of its size in the United States."

INK BRINGS TROUBLE.

Lover Foolishly Penned Words to His Sweetheart.

New York, May 13.—A marriage proposal in black and white is being relied upon by Miss Dora Fisher, in her \$25,000 heart-balm suit against Harry Kramer, accused of breach of promise. Miss Fisher says she was a little "leary" of Kramer when he proposed, so she suggested that he pour out his yearnings and vows of love through a sound-hole.

This he did, she says, and she now has the papers.

SEVENTY MODEL T AUTOMOBILES SOLD SINCE FEB. 1, 1911. FORD MODEL T TORPEDO RUNABOUT, \$755 DELIVERED FULLY EQUIPPED.



MODEL T TORPEDO RUNABOUT, \$755, EQUIPPED, DELIVERED. The Torpedo Runabout Appeals to Your Sense of Comfort. A Demonstration Will Prove It. Immediate Delivery.

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BUICK 1911

Sale Rooms, 1028 Conn. Ave. 'Phone Main 8300.

The Famous APPERSON Jack Rabbit Cars, \$2,000 to \$4,200 Detroit Electric, All 1911 Models. REGAL Cars, \$900 to \$1,850

EMERSON & ORME, Distributors, 'Phone M. 7695 1407 H St. N. W.

GASOLINE STEAM ELECTRIC IMPERIAL GARAGE 'Phones N. 847 and 848. 1214 V Street N. W. UNEQUALLED FACILITIES

HEADQUARTERS FOR ROLLER SKATES. ALL THE BEST KINDS AT 75c TO \$4. BARBER & ROSS, 11th and G Sts.

Officer's Body Found. New York, May 13.—The body of a policeman in full uniform, believed to be that of Patrolman James J. Judge, of the Bronx Park precinct, who mysteriously disappeared on the night of December 2 last, was found to-day in the East River, at the foot of Thirty-sixth street.

Largest Morning Circulation.

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NEW FORE-DOOR TOURING CAR.

The latest model to be marketed by the Hudson Motor Car Company, whose local representative is H. B. Leary, Jr.